or dismissal of railway staff if any; if so, the details?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) It has been decided to progressively wind up fire stations on Railways. Static fire stations are to be closed down first. Mobile fire stations are planned for closure in a phased manner taking into account the fire risk and the capabilities of the local fire brigade to respond to fire calls on railway premises.

(c) Since the Civil/Municipal Fire .services have been upgraded in almost all cities and towns and it is obligatory on their part to attend to fire incidents, occurring in railway premises, it has been decided that operating fire services exclusively by the railway to protect its property is no longer necessary. Closure of railway fire services will not involve any retrenchment or dismissal of railway staff as any RPF staff rendered surplus will be absorbed in the Executive Branch of the Railway Protection Force.

**Bombay Urban Transport Project**

3502. SHRIMATI CHANDRIKA ABHINANDAN JAIN:
SHRIMATI VEENA VERMA:
SHRI MURLIDHAR CHANDRAKANT BHANDARE:

Will the Minister of RAILWAYS be pleased to refer to answer to UnStarred Question 1405 given in the Rajya Sabha dated 22nd July, 92 and state:

(a) the progress made for generation of additional resource by commercial exploitation of air space over Railway land for making available substantial funds for early completion of railway projects included in B.U.T.P.I.; and

(b) what is the arrangement for ensuring that the funds so generated are utilised for developing the facilities for the commuters there?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The proposal for funding railway projects by commercial exploitation of air space over Railway land is yet in conceptual stage.

**Construction of railway line from Kalva to Turbhe**

3503. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a proposal for construction of a railway line from Kalva to Turbhe (Maharashtra);

(b) what was the estimated cost thereof;

(c) whether its construction and extension to ..Juinagar, Mankhurd, Belapur and on to Nhava Sheva is considered essential not only for commuters but also for goods traffic and development of the Nhava Sheva port; and

(d) if so, whether Maharashtra Government have been pressing for take-over of the Kalva-Turbhc link work and to undertake its completion - and extension; and, if so, what is the State Government's plea and the Government's response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A private siding from Kalva to Turbhe is being constructed by M/s CIDCO for movement of their goods traffic.

(b) The cost is estimated at Rs. 22.95 crores.

(c) Extension of the private goods siding from Turbhe to Juinagar at the cost of CIDCO is in progress. Mankhurd-Juinagar Belapur commuter line on cost sharing basis between Central Railway and CIDCO is under construction by the Central Railway.

There is no sanctioned work to extend commuter line from Belapur to Nhava